Approved ASI Felense, 2002/07/15 / CIA-RDP80-008/104001800170001-3 CENTRAL INTELLIGENCE AGENCY REPORT NO. INFORMATION REPORT CD NO. DATE DISTR. 25 September 1953 COUNTRY Poland NO. OF FAGES Mailroad lines and Read bridges SUBJECT NO OF ENCLS PLACE 1 (LISTED BELOW) **ACQUIRED** 25X1A SUPPLEMENT TO DATE OF REPORT NO INFO. THIS DOCUMENT CONTAINS INFORMATION AFFECTING VIEWATIONAL DEFENSION OF THE UNIVERSITY OF THE WILLIAM THE READING OF THE 18, SECTIONS 78 AND THE STATES WITHIN THE READING OF THE 18, SECTIONS 18 AND THE STATES WITHIN THE READING OF THE STATES WITHIN THE SECTION OF THE CONTAINED OF THE SECTION THIS IS UNEVALUATED INFORMATION no to it is the second of the 25X1X The railroad line to Gerdauen is double tracked from Allenstein as far as 25X1X two stations before Acrechen. Prior to mid-April 1953 obtained the following information: 25X1X The Tuszch Lacy and Bialystok-Kuznica/Bialistoka railroad line sections B .. are single-track. The railroad bypass branching off at Golabki toward Danzig railroad b. station in Warsaw is double-track. 🤇 The Dialystok-Krynki/Bialystokie railroad line is seldom used. Soviet C. transit trains operated on this line only until early 1949. 4 The Brest-Muchowiec rathroad station is a loading point for iron, ore and anthracite. The station is equipped with six standard cranes and a large crane fitted with a tilting device for the loading of coal. Grain and fuels are exclusively transloaded behind the Central Railroad Station West. Malaszewice railroad station is only used for the transloading of goods consigned to Poland. The goods to be transhipped arrive on Soviet-gauge tracks and are transloaded along ramps provided with standard-gauge trecks. The line leading from Warsaw, Panzig railroad station, toward Malaszewice at present uses a temporary bridge over the Vistula River, because the permanent railroad bridge is being reconditioned. Wheel sets are exchanged at the Brest Litovsk border crossing point.

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The operation is performed by means of cranes.

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		3. The railroad bridge over the Oder River on the Gruenberg-Frankfurt/Oder line was teconstructed in 1947. Arrangements have been made in the mean-time for the construction of a second track. The bridge is of great reportance for the coal trunk line from Upper Silesta to Stettin.
		The railroad bridge over the Oder River on the Gruenberg-Poznan line, which was destroyed at the end of the war, was reconstructed in wood in 1946/1947. This temporary bridge has in the meantime been replaced by a permanent stool structure with two tracks.
		the Oder River bridge on the Gruenborg-Poznan highway Which was destroyed during the ver, was reconstructed as a steel bridge in 1949. 9
		d. The road bridge over the Odor River in Greeness suffered only minor demages at the end of the war. It is a smeel suspension bridge 120 meters long.
25X1A	Two sees of	Comment. The statement confirms previous information on the double- tracking of the Allenateir (Clartyn) - Gordanen (Theleznodoroziny) retiroad line. The present report indicates that the Doubsch hylan (Ilaua) - Gordanen retiroad line is operated double track as far as Sischdorf (Satopy Samuleso) raflroad station.
25X1A		comment. This information agrees with previous statements on the
25X1A 25X1A	**************************************	comment. Information on the construction of a single-track railroad cypus was transmitted proviously. The double-track status of this bypass is rejorted for the first time and requires confirmation.
25X1A	्री रेक्ट्रेज	Comment. This line was not included in the official time**ble for Soviet transit trains through Foland, which went into effect on 18 Bay 1952.
25X1A	3,,	Comment. Information on the Brost transleading station was transmitted previously. . According to available information, this border station is mainly used for the transloading of military supply goods and commercial goods exported to East Germany.
25X1A	á,	Comment. This statement supports a previously voiced assumption, according to which the Malassewice railroad station is mainly used for the transloading of commodities experted from Poland to the USSE and vice versa.
25X1A	7.	Comment. This statement indicates that the automatic conversion of freighteurs from Cowlet to standard gauge and vice versa is not yet in use. It is believed that an exchange of wheel sets by means of cranes is effected only with the new rolling stock delivered by East Germany railroad car factories to the USSR. These cers zum on standard gauge wheel sets as far as Brest where they are just on Soviet wheel sets which will be sent along. All goods, particularly built goods, are transleaded.
25X1A	3.	Commont. This statement refers to the single-track railroad line near voucech-Nettkow.
25X1A	ÇI.	Company. For lack of comparable material, this information cannot be resulted.

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